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(FORM UPDATED: 08/11/2010)

**WISCONSIN STATE LEGISLATURE ...
PUBLIC HEARING - COMMITTEE RECORDS**

2005-06

(session year)

Senate

(Assembly, Senate or Joint)

**Committee on ... Job Creation, Economic
Development and Consumer Affairs (SC-JCEDCA)**

COMMITTEE NOTICES ...

- Committee Reports ... **CR**
- Executive Sessions ... **ES**
- Public Hearings ... **PH**

INFORMATION COLLECTED BY COMMITTEE FOR AND AGAINST PROPOSAL

- Appointments ... **Appt** (w/Record of Comm. Proceedings)
- Clearinghouse Rules ... **CRule** (w/Record of Comm. Proceedings)
- Hearing Records ... bills and resolutions (w/Record of Comm. Proceedings)
 - (**ab** = Assembly Bill) (**ar** = Assembly Resolution) (**ajr** = Assembly Joint Resolution)
 - (**sb** = Senate Bill) (**sr** = Senate Resolution) (**sjr** = Senate Joint Resolution)
- Miscellaneous ... **Misc**

***Please support Wisconsin's Timber,
Paper & Forest Products Industries***

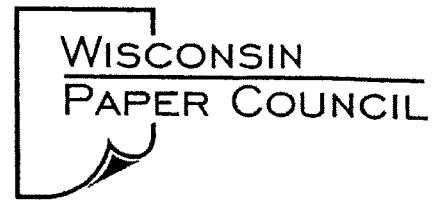
**AND VOTE YES ON
AB 678**

BILL HISTORY:

- Committee on Transportation 15-0
- Assembly Floor 71-25
- Committee on Job Creation, Economic Development and Consumer Affairs 4-0

WHO IS SUPPORTING?:

- | | |
|--|---|
| • Wisconsin
Manufacturers &
Commerce | • Wisconsin County
Forest Association |
| • Wisconsin
Professional Loggers | • Michigan-Wisconsin
Timber Producers
Association |
| • Wisconsin Paper
Council | • Lake States Lumber
Association |
| • International Paper | • Stora Enso |
| • Louisiana Pacific | • Plum Creek Timber
Company |
| • Kretz Lumber
Company, Inc. | • Packaging
Corporation of
America |
| • Johnson Timber
Corporation | |



March 1, 2006

**TESTIMONY OF PATRICK SCHILLINGER,
PRESIDENT OF THE WISCONSIN PAPER COUNCIL,
IN SUPPORT OF AB 678**

Members of the Senate Committee on Job Creation, Economic Development and Consumer Affairs:

My name is Pat Schillinger and I am President of the Wisconsin Paper Council. The Wisconsin Paper Council is the trade association of the pulp and paper industry in this state. Our industry employs over 38,000 people in Wisconsin who earn the highest manufacturing wages at nearly \$50,000 annually. We have also been the number one papermaking state in the nation for over 50 years.

Unfortunately, our industry is under tremendous economic and competitive pressures. Just last week, SMART Papers in Park Falls announced the closing of their pulp mill and Glatfelter in Neenah announced the closing of their Neenah mill. About 230 people, in the highest paying manufacturing industry in Wisconsin, are now out of work. In the last five years, Wisconsin has lost 15,000 jobs in the pulp and paper industry.

Both of the mills that closed last week cited the high cost of transportation as a factor in the decision to shut down those mills. Wisconsin is not a designation location and, therefore, shipping costs are high here. Compounding this situation are the recent developments in rail costs which used to be economically feasible.

The cost of rail transportation in Wisconsin has skyrocketed while the level and days of service have been drastically curtailed. Shipping by rail is now very costly and unpredictable. We need higher truck weight limits in order to compete with the high costs of rail transportation.

Sadly, much of the opposition to AB 678 is coming from groups underwritten by the railroad industry. In essence, they want to have their cake and eat it too. They want to raise costs and reduce service but they don't want to allow the trucking industry any opportunity to try and take up the slack.

AB 678 is, ultimately, an economic development bill. We are asking you to help level the transportation playing field. Jobs are at stake.

Wisconsin has a long history of being the leader of the forest and products industry in this country. You can assist us in helping maintain that lead. We respectfully request you to support AB 678.

Thank you for your time and consideration.



Wisconsin Manufacturers'
Association • 1911
Wisconsin Council
of Safety • 1923
Wisconsin State Chamber
of Commerce • 1929

James S. Haney
President

James A. Buchen
Vice President
Government Relations

James R. Morgan
Vice President
Education and Programs

Michael R. Shoys
Vice President
WMC Service Corp.

To: Chairperson Ted Kanavas
Members of the Senate Committee on Job Creation, Economic
Development and Consumer Affairs
From: R.J. Piriot, Director of Legislative Relations
Date: March 1, 2006
Subject: **Support AB 678**, relating to 98,000 pound trucks hauling forest
products.

Assembly Bill 678 will allow trucks hauling raw forest products such as log, pulpwood and, under this bill, intermediary lumber, to weigh up to 98,000 pounds, provided they receive an appropriate permit from the Wisconsin Department of Transportation, are properly equipped, and retain certain weight records. **We respectfully request you support AB 678.**

Allowing these heavier trucks will give Wisconsin companies the ability to more greatly and more cost-effectively utilize truck shipping services in order to get raw materials into our factories. This will help businesses keep costs down and, most importantly, help retain the good-paying jobs we have created in Wisconsin.

As a heavy manufacturing industry state, Wisconsin faces many challenges including several with respect to transportation services and, ultimately, our state's long-term economic health. Strong, robust multimodal transportation service networks help keep Wisconsin stores open, factories running, and payrolls being made. For Wisconsin manufacturers, a key issue is access to certain and reliable shipping and receiving services, while meeting such needs in the most efficient and cost-effective manner possible. Wisconsin is at a geographical disadvantage when it comes to transportation, so maintaining a variety of low-cost transportation systems is vital to our state's economic well-being. AB 678 will do just that.

While many factors contribute to a good business climate — such as low taxes, a predictable and consistent regulatory climate, reasonable health care costs — access to reliable, reasonably-priced transportation services is an absolute necessity for our jobs, our economy and our families.

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Madison, WI 53701-0352
Phone: (608) 258-3400
Fax: (608) 258-3413
www.wmc.org

Plum Creek Timber Co.
1411 N 4th Street
Tomahawk, WI 54487
(715) 453-6992



TO: Chairman Ted Kanavas
Members of the Senate Job Creation Committee

FROM: Lynn Wilson
Senior Resource Manager- Wisconsin

DATE: March 1, 2006

SUBJECT: Assembly Bill 678- Relating to Weight Limit for Certain Vehicles

On behalf of the nearly 130 independent contractors who harvest and transport our trees and the 60 mills that process them, Plum Creek Timber Company strongly supports Assembly Bill 678 - legislation that would increase statutory weight limits for vehicles transporting raw forest products.

As Wisconsin's largest private landowners with nearly 500,000 acres, Plum Creek contracts with local loggers and mills to harvest and process wood from our land. By increasing the weight limits for trucks transporting our logs, this legislation would allow our partners to decrease the number of trips from the woods to the mill, saving time, energy and reducing accident exposure for loggers, truckers and mill workers.

AB 678 would allow log truck loads to increase on town, county and state highways from 90,000 pounds to 98,000 pounds by adding an additional axle. Loggers estimate this change could decrease the number of trips from harvest sites to mills by one third. Such a dramatic drop in the number of trips necessary to bring the raw product to market will substantially reduce time, fuel and accident costs. And while the extra weight of logging trucks may create concerns regarding pavement stress, the additional axle would allow weight distribution on these larger load to be less than that of a school bus or feed truck.

By substantially reducing the cost of raw forest products, AB 678 will help the Wisconsin timber industry better compete with companies in the Lakes States region. Michigan for example, currently enjoys a significant transportation cost advantage over Wisconsin by allowing 164,000 pound log loads.

We believe AB 678 balances the needs of the timber industry with the concerns of the transportation industry and the general public. We encourage you to support AB 678.

Contact information:

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Stora Enso North America
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Wisconsin Rapids, WI 54495-8050
Tel 715 422 3111
www.storaenso.com/na

October 5, 2005

Representative John Ainsworth, Chairman
Assembly Committee on Transportation
State Capitol – Room 309 North
P.O. Box 8952
Madison, WI 53708-8952

As a member of the Assembly Committee on Transportation, on October 6 you will participate in a public hearing on Assembly Bill 678 addressing the need for increasing truck weight limits. We are unable to participate in that hearing. Thus, I am writing today asking your support for AB 678 as it moves through the legislative process.

The paper industry in Wisconsin is absolutely dependent on efficient and effective transportation of its raw materials. Stora Enso, having about 3,870 employees in Wisconsin, is an important part of the paper industry. We have manufacturing facilities in Biron, Kimberly, Niagara, Stevens Point, Whiting and Wisconsin Rapids, Wisconsin where we consume about 1.3 million cords of wood annually. These raw materials generate over 85,950 truckload deliveries to either our mills or our landings.

We need to address concerns associated with the number of trucks on our highways. Fewer trucks on our highways with more axles mean less damage to our roads. Fewer trucks mean a safer highway environment. Fewer trucks mean more efficient use of fuel. When we look at the big picture, we see AB 678 as a step in the right direction toward a more healthy forest products industry and a safer more fuel-efficient highway system.

This is an important bill to the forest industry in Wisconsin. We ask for your support believing that you are as interested as we are in an efficient, economical and safer system to deliver wood products to our manufacturing facilities.

If you have any questions regarding this matter feel free to contact me.

A handwritten signature in cursive script that reads "Tim Laatsch".

Tim Laatsch
Senior Vice President

Remarks for Assembly Transportation Committee
Regarding AB 678 – Forest Product Trucking Weights
State Representative Donald Friske
October 6, 2005

Thank you Chairman Ainsworth and Committee members for holding this hearing today and scheduling this legislation for consideration.

AB 678 will allow heavy haulers who install an additional axle to haul 98,000 lbs with a single permit. Installing an additional axle will disperse the additional weight and reduce the damage occurring on Wisconsin's state and local highways.

There are three very important factors necessitating passage of AB 678:

- First and foremost is the fact current law actually encourages the violation of heavy load permits.
- Second, as the price of fuel increases, individual truck maintenance funds are used for gasoline and backfilled with funds from the log hauler's paycheck.
- Finally, given the increasing cost and decreasing availability of rail cars to transport forest products from the woods to the mills and on to market, more and more trucks are traveling the roads, causing an increasing amount of degradation to occur.

AB 678 will discourage overweight violations of the law. Under current law, dishonest haulers consider the risk of being pulled over and resulting negotiated penalties as the cost of doing business. Violators haul heavy, damage roads, make more money and use those funds to outbid law abiding haulers on jobs with deeper pockets. AB 678 creates a non-negotiable surcharge for violators to ensure a true financial penalty for hauling heavy.

The surcharge is currently set at \$250 for first-time violators, \$500 for second offenses and \$750 for subsequent violations. A three-year stretch without a violation will allow a hauler to graduate back to the \$250 surcharge.

Further, log haulers will be required to carry scale shack tickets from the past 30 days with them, allowing District Attorney's to determine whether or not to negotiate down the current law formula for hauling heavy. Ideally, those haulers who consistently haul overweight will not have their fines negotiated down by a DA. Failure to produce scale slips to a DA will result in a \$1,000 fine.

AB 678 will save roughly \$50 – \$75 per trip for log haulers. Averaging 11 trips per week, this will save log haulers roughly \$43,000 per year. These important cost savings will help keep log haulers in business and positives contributors for Wisconsin's forest product industry.

In addition, the state will benefit from the added \$43,000 to the tax base. A 98,000 lb permit would add anywhere between an additional \$1,300 and \$3,400 in either individual or corporate income tax paid per hauler.

Considering the reduced availability of rail cars, AB 678 will ensure the three trucks per road used to make up for the rail access loss will incur less damage due to the reduction in pounds per square inch on the roads. This will provide loggers, mills and secondary manufacturers a reasonable alternative to ship and receive their forest products.

In a wide variety of areas, such as the energy and utility market, multiple options provide flexibility to compete financially without being held hostage to a single provider. This holds true in business transportation, as well. Increased profitability and reduced road damage from trucking will force efficiencies in trucking, rail and lake shipping within Wisconsin.

While we have incorporated the main points of the legislation in the draft being heard today, there are still provisions to be worked on. As you will hear from a number of the organizations testifying today, there are some changes needing to be made in a substitute amendment before this committee advances it to the Assembly Committee on Rules. You will also hear testimony asking for changes that, in Representative Friske's opinion, can not be made.

Representative Friske is aware the draft's description of the trucks he desires to be affected by the AB 678 is incorrect. Aaron Gary, the bill drafter has identified the problem and is currently working on the fix.

The representative also recognizes the need to provide an incentive to local law enforcement and prosecutors to vigorously enforce a new 98,000 lb permit. It would be wise to include an amendment that provides local authority to pass a local ordinance allowing Sheriffs and District Attorneys to enforce the state law and subsequently retain the surcharges laid out in AB 678. This can be done either through the courts or remitted by DOT to locals in addition to annual road aid payments. The surcharges could be used to offset road damage incurred by permit violators.

Finally, Representative Friske believes the current frozen road declaration system should be sunset to cease existing 5 years after the enactment of AB 678. The average life of a log truck is about 4 years. Such a provision would allow haulers who have already invested in equipment to continue using their equipment, bought under current law conditions, to avoid being forced by the State of Wisconsin to incur the cost of retrofitting equipment that will be scheduled to be retired within a short time.

DOT has contacted Representative Friske, asking for changes to the bill. First, they believe a definition of "intermediary lumber" should be placed in statute. Representative Friske believes the term "intermediary lumber" is an industry defined term in and of itself needing no statutory definition. Representative Sherman may be able to shed some light on this subject.

Second, the department believes the mills should retain a copy of scale shack weight slips to be inspected at any time by DOT inspectors. The authors of AB 678 decided scale slip retention by individual mills would be onerous and raise four amendment "search and seizure" issues that would unnecessarily complicate AB 678. The department has also asked that the scale slips be allowable for use as evidence in court. Representative Friske believes scale slips can not be used to convict for previous offenses which they are not apprehended at the time of the crime. Constitutional issues have been raised that would, again, unnecessarily complicate AB 678. Finally, scale slips may not be used as evidence of past behavior, which is prohibited in Ch. 904 of Wisconsin State Statutes (attached). If DOT can convince him and the Committee of a constitutional, reasonable and useful purpose for scale slips other than outlined by this bill, Representative Friske would be willing to entertain a friendly amendment to do so.

Finally, DOT would like to see the elimination of the 11 mile border permit created along the Wisconsin - Michigan border. The authors of this legislation believe it is a good idea to retain the 11 mile border permit to allow DOT and county highway commissioners to use the current conditions to demonstrate the true effects of trucks carrying more than 98,000 lbs. A working laboratory is in effect to test a road's ability to carry increased weights with additional axles. This is an opportunity for our highway inspectors to measure and learn real life effects in real-life conditions, resulting eventually in adapted state and local policies to better protect our roads in the future.

Finally, county highway commissioners will testify today they wish to see tougher penalties. They would like to see three areas addressed, permit revocation, fines made applicable back to 80,000 lbs rather than the permit weight (98,000 lbs), and surcharges that adequately deter log haulers from violating the 98,000 lb permitted weight.

Representative Friske does not believe the State is in a position to allow revocation of permits based on overweight violations. Under current law, a permit may only be revoked for violating a condition of a permit, of any kind. As ironic as it may sound, being at or below the allowable permit weight is not a condition of the permit. If Representative Friske or the Legislature were to pursue adding being overweight to the list of permit conditions (attached), it would be applied to every area of trucking in the State of Wisconsin, including agriculture, waste haulers and motor carriers. AB 678 was designed to apply only to raw forest product haulers. Such an expansion would effectively end this opportunity for log haulers to lead by example how to increase weights and enforcement while reducing damage to our roads.

As for changing the current law formula to apply back to 80,000 lbs rather than the permit weight (98,000 lbs), this too, would affect every area of trucking and hauling in Wisconsin. To set the formula back to 80,000 would be to impact too many other groups who have, to this point, been unconcerned about this legislation because it is tailored to apply only to raw forest product haulers.

Finally, the surcharges were set at \$250, \$500 and \$750 as both as a guideline and for expediency to jump start discussions. Representative Friske is willing to entertain discussions with Committee members about the appropriate levels to set the surcharges to deter violations without putting log hauler out of business.

Thank you for the opportunity to testify before you today. I will be happy to answer any questions the Committee may have regarding AB 678.



October 6, 2005

Mr. Chairman, members of the committee, thank you for holding this hearing on A.B. 678. As many of you know, the forest products industry is the second largest industry in the State of Wisconsin with annual shipments valued at \$28 billion dollars. In 42 of Wisconsin's 72 counties, the forest products industry ranks 1st, 2nd, or 3rd as the largest employer with an average wage of \$38,000 annually.

In Wisconsin, over 90% of the harvested timber is used by Wisconsin manufacturers which has helped make Wisconsin the number one paper making state in the nation for the past 50 years. This claim to fame is under attack however. With access to harvestable timber on the decline stumpage rates have climbed to record levels. Fuel prices continue to soar adding burden to production and maintenance costs, as well as transportation costs.

A.B. 678 is a bill that can help ease the pressure of record wood cost here in our State. By allowing the forest products industry the ability to transport raw forest products year round at 98,000 pounds you will begin to ease the burden that 157,000 employees in this State are presently feeling.

Foreign ownerships of many of the mills in Wisconsin are no longer looking at regional prices for product. They are looking at global prices. Currently, Wisconsin is not being judged against Minnesota or Michigan, but against Chile, China, Finland, and Brazil. The wood prices in these foreign countries are many times less than here in the Lake States. For this reason these foreign ownerships are not re-investing in Wisconsin.

We, as a State, must continue to work together to build efficiencies that will once again make the State of Wisconsin a location for investment in the forest products industry.

Current law allows raw forest products to be hauled with 5 axels at 98,000 pounds during frozen road conditions, 90,000 pounds during the summer and fall, and 80,000 pounds during spring-break up. A.B. 678 would allow product to be hauled with 6 axels at a weight not to exceed 98,000 year round. By hauling 98,000 pounds year round with 6 axels independent truckers as well as trucking firms who haul forest products will be able to reduce costs.

Not only will independent truckers and trucking firms benefit, the public will as well. By putting a sixth axel under these trucks the Equivalent Single Axel Load (ESAL) will decrease. Currently a tractor/trailer at 90,000 has an ESAL factor of 3.76. Under A.B. 678 a tractor/trailer at 98,000 would have an ESAL factor of 2.85. The same results occur for a truck and pup. Currently a

COMPLETE
PULPWOOD
CHIPPING
FACILITIES IN
HAYWARD,
ASHLAND,
HIXTON,
WISCONSIN

9676 N KRUGER RD. HAYWARD, WI 54843 ♦ 715/634-4843 ♦ 715/634-5755 FAX

MEMBER OF THE AMERICAN FOREST & PAPER ASSOCIATION - PRACTICING SUSTAINABLE FOREST MANAGEMENT PRINCIPLES

truck and pup at 90,000 pounds has an ESAL factor of 4.38. Under A.B. 678 a truck and pup would have an ESAL factor of 3.11. By lessening the ESAL factor these trucks will not only be making less trips for the same amount of product, they will also be doing less damage to our roads due to the extra axel, and they will be decreasing breaking distance due to the extra rubber on the road due to the extra axel, thereby making each truck a little safer.

Mr. Chairman, committee members, you have the opportunity to help Wisconsin's forest products industry remain competitive in today's global market. A.B. 678 is one, and hopefully not last, piece of legislation that can have an immediate impact on this great industry. I ask for your support of A.B. 678 as a member of the forest products industry. An industry my family has been actively participating and working in since 1973 and hopefully long into the future. I also ask for your support of A.B. 678 as a taxpayer of our state. With the added sixth axel A.B. 678 will relieve stress put on our roads. And finally; as a father and husband I ask for your support. By support A.B. 678 you will be protecting all Wisconsin travelers a little more by decreasing the number of trucks on the road; therefore, making Wisconsin roads a little safer.

Thank you

A handwritten signature in black ink, appearing to be 'Bill Johnson', with a long horizontal line extending to the right.

Bill Johnson
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Testimony of Bruce Ridley
Mill Manager, Tomahawk Mill
Packaging Corporation of America

On behalf of Wisconsin Manufacturers & Commerce and
The Wisconsin Paper Council

Before the Assembly Committee on Transportation
Representative John Ainsworth, Chairman

Good morning, Chairman Ainsworth, members of the committee and committee staff. My name is Bruce Ridley, and I am the mill manager for the Tomahawk Mill of Packaging Corporation of America. I am here today on behalf of Wisconsin Manufacturers & Commerce and the Wisconsin Paper Council. Thank you very much for allowing me to appear before you. I am here to testify in support of Assembly Bill 678.

Packaging Corporation of America is a world-class manufacturer of containerboard and corrugated packaging. With 2004 net sales of \$1.9 billion and 8,100 employees, PCA produced 2.3 million tons of containerboard and shipped 29.9 billion square feet of corrugated products.

I manage PCA's Tomahawk Mill, where we manufacture over 500,000 tons of medium board, annually. Our mill has over 400 employees, of which 340 are hourly employees. Our hourly employees make an average annual wage of over \$47,000. These are good, family-sustaining jobs in northern Wisconsin. The Tomahawk Mill also pays \$500,000 a year in property taxes, in addition to contributing \$60,000 a year to local charities.

Assembly Bill 678 will allow trucks hauling raw forest products such as log, pulpwood and, under this bill, intermediary lumber, to weigh up to 98,000 pounds, provided they receive an appropriate permit from the Wisconsin Department of Transportation, are properly equipped, and retain certain weight records. Allowing these heavier trucks will afford companies like PCA the ability to more greatly and more cost-effectively utilize truck shipping services in order to get raw materials into our factories. This will help the mill I manage keep costs down and, most importantly, retain the good-paying jobs we have created in Tomahawk.

Most of you are probably aware of some of the rail issues plaguing northern Wisconsin. The passing of AB 678 is essential for my business to stay competitive in this world economy. Since Canadian National Railroad has taken over the Wisconsin Central Railroad lines, they have closed 22 landings in our area that we previously used to bring pulpwood into our facility. Most of this is now hauled by truck. Canadian National Railroad has also reduced the fleet size of gondola style cars used to haul pulpwood. At

our Hixton, Wisconsin landing, where we bring in a lot of the oak pulpwood needed to make quality medium board, CN has only been supplying on the average 40-50% of the requested cars. We have to ship by truck, what we can't ship by rail.

I could tell you about other issues we have that are requiring us to ship more pulpwood by truck, but I think you can understand why this bill is so important to those in the forest industry.

I believe that because of the softer footprint by these vehicles, that this is a win/win bill for both the forest industry and the State of Wisconsin.

Wisconsin has been the number one paper making state for over fifty years, but global competition, skyrocketing energy costs and rising healthcare costs in Wisconsin are hindering our ability to compete on a worldwide basis and, therefore, place in jeopardy our ability to retain the good-paying jobs my industry has created. We truly appreciate the steps the Legislature and Governor Doyle took last session to change state laws regarding energy taxes and regulatory reform. These measures were definitely a step in the right direction in improving Wisconsin's business climate. More needs to be done, though, and everything that can be done in this state to remove cost barriers must be done. Wisconsin is at a geographical disadvantage when it comes to transportation, so maintaining a variety of low-cost transportation systems is vital to our state's economic well-being. AB 678 will do just that.

Thank you for this opportunity to offer testimony. I respectfully request you support Assembly Bill 678. With that I'd be happy to answer any questions.

AD 678

Members of the Assembly Committee on Transportation,

My name is Ian Johnstone, I am the Regional Resource Manager for Louisiana Pacific, officed out of Hayward, Wisconsin. I am here to show strong support for AB 678 in order to maintain the health and vitality of Wisconsin's timber and timber-based industries.

As region manager, I have responsibilities with sourcing of wood to supply seven of our mills in the U.S North and Eastern Canada. I bring a perspective that spans four states and two provinces in Canada. Our two mills in Wisconsin are located Hayward and Tomahawk and collectively employ approximately 400 people directly in Northern Wisconsin. I would like to touch on three major aspects affected by this bill; safety, environment and competitiveness within the forest products industry.

Safety:

Safety is the number one priority at LP, both in our mills and also with the loggers and truckers who deliver fiber to our mills. We also believe in being stewards of our roads. In 2001 we implemented a practice to discourage severely overweight trucks by penalizing them financially each time that they crossed scales. This practice reduced the number of severely over weight trucks from 15% of all deliveries to less than 2% across the region. Average delivered truck weight in January was 94,468 lbs vs. legal limit of 98,000 and in summer was 87,716 vs. legal limit of 90,000 lbs. Enforcement language in AB 678 will also reduce the number of vehicles that attempt to exceed legal limits.

Statistics show a correlation between motor vehicle accidents and the number of vehicles on the roads. By changing the weight laws to allow for 98,000 lb loads there will be 2400 fewer loads needed to supply the same volume of wood to our mills, resulting in 350,000 fewer vehicle miles driven annually by large trucks.

Data shows that by adding an extra axle there will be little impact the average pounds per square inch on our roads and that the extra braking power of this axle will compensate the extra weight that will lbs carried.

In summary, increasing weight limits will improve safety while having no significant impact on the quality of our road system.

Environment:

The impact of fuel increases over the past couple of years has had a significant impact on the industry. The additional weight limits will result in 78,000 fewer gallons of diesel fuel needed to supply our mills and fewer emissions released into the air.

Competitiveness:

It is a fact that pulpwood costs in the lake States are the highest in North America, probably the highest on the planet. Anything that can help to reduce these fiber costs is urgently needed to keep our manufacturing facilities competitive with the rest of World, AB 678 is a small step that will help to alleviate some of these costs. Transportation of forest products to local mills currently represents 15-20 % of total wood cost. This bill will help reduce these transportation costs by app 10%. AB 678 level the playing field in my region where other states and provinces allow more tolerable weight limits: for example New Brunswick and Nova Scotia, Canada allow 115,000 lbs on similar axle configurations; Maine – 102,000 lbs, Michigan 104,000 lbs (with different tire widths and axle spreads) and Minnesota is currently looking at legislation to increase weight limits.

We need to be competitive in order to remain in Northern Wisconsin.

Thank you for your time and I look forward to your support.

Ian Johnstone
Northern U.S. Regional Resource Manager
Louisiana Pacific
Hayward, WI
715.634.5461



**Testimony Before the
Assembly Committee on Transportation
October 6, 2005**

In Regards to AB678

Good morning Chairman Ainsworth and committee members. My name is Gene Francisco and I am the Executive Director of the Wisconsin Professional Loggers Association. I appear before you today on behalf of WPLA to express our support for the provisions outlined in AB 678 as well as an amendment to double the surcharge.

The WPLA is a non-profit organization established to promote professional conduct among loggers in the state of Wisconsin; to provide a forum for resolution of issues of concern to professional logging contractors through communication, education and legislation; and to practice forestry and harvesting activities which sustain our forests for future generations.

WPLA represents small business logging contractors from throughout the state, some of which are third generation family businesses.

Wisconsin's Forest Industry, our second largest industry, is extremely important to our economy.

- A 28 billion dollar industry and 8% of the states total industrial output.
- A direct employer of 96,000 manufacturing jobs, the largest component of Wisconsin's manufacturing workforce.
- The nation's second largest investor in forest industry capital equipment, \$811 million annually, 20% of all Wisconsin manufacturing.
- An employer of high paying, high skilled jobs, paying an average \$38,000 annual salary, which is \$8,000 more than the state average.
- An industry that has been the backbone of Wisconsin's economy.

Wisconsin's forest industry is in trouble.

- Approximately 5000 jobs have been lost in the pulp and paper making industries since 2000.
- Between 1997 and 2000 the number of logging contractors has decreased by over 20%.
- 15 medium to large sawmills have closed in the last 5 years.
- Recently Jefferson County lost 550 jobs in the printing industry which is closely tied to our paper industry.
- This week Georgia Pacific announced the closure of 3 tissue machines costing another 850 jobs in Green Bay.
- Packaging Corporation of America recently shut down one machine at its Tomahawk plant costing 20 jobs.
- Wausau paper Mill announced closure of its Brokaw mill eliminating another 60 jobs. And the list goes on.

Most if not all of these mill closures and job losses are related to the cost of doing business in Wisconsin. Trucking is a significant part of that cost.

STORAENSO

Tim Laatsch
Senior Vice President
Communications

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October 5, 2005

Representative John Ainsworth, Chairman
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State Capitol – Room 309 North
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As a member of the Assembly Committee on Transportation, on October 6 you will participate in a public hearing on Assembly Bill 678 addressing the need for increasing truck weight limits. We are unable to participate in that hearing. Thus, I am writing today asking your support for AB 678 as it moves through the legislative process.

The paper industry in Wisconsin is absolutely dependent on efficient and effective transportation of its raw materials. Stora Enso, having about 3,870 employees in Wisconsin, is an important part of the paper industry. We have manufacturing facilities in Biron, Kimberly, Niagara, Stevens Point, Whiting and Wisconsin Rapids, Wisconsin where we consume about 1.3 million cords of wood annually. These raw materials generate over 85,950 truckload deliveries to either our mills or our landings.

We need to address concerns associated with the number of trucks on our highways. Fewer trucks on our highways with more axles mean less damage to our roads. Fewer trucks mean a safer highway environment. Fewer trucks mean more efficient use of fuel. When we look at the big picture, we see AB 678 as a step in the right direction toward a more healthy forest products industry and a safer more fuel-efficient highway system.

This is an important bill to the forest industry in Wisconsin. We ask for your support believing that you are as interested as we are in an efficient, economical and safer system to deliver wood products to our manufacturing facilities.

If you have any questions regarding this matter feel free to contact me.

A handwritten signature in black ink that reads "Tim Laatsch". The signature is fluid and cursive, with a large, sweeping initial "T".

Tim Laatsch
Senior Vice President

Jim Hoppe
Wood Procurement Manager, Tomahawk Mill
Packaging Corporation of America

~~On behalf of the Timber Producers Association of W/MI~~

Before the Assembly Committee on Transportation
Representative John Ainsworth, Chairman

Good morning Chairman Ainsworth and Committee members!

My name is Jim Hoppe, I am the Manager of Wood Procurement at the Packaging Corporation of America Tomahawk Mill.

I am here to testify in favor of Assembly Bill 678, ~~on behalf of the Timber Producers Association and PCA.~~

~~The Timber Producers is an association of over 800 Forest Product related companies, which includes Professional Loggers and Log Truck Drivers, wood consuming mills and equipment manufacturers.~~

Packaging Corporation of America operates an integrated pulp and paper mill in Tomahawk, WI that annually produces over 500,000 tons of corrugating medium, employing more than 400 people in Lincoln County.

There are some technical issues with the bill language concerning the axle descriptions. We have conveyed this concern and potential corrected language to Rep. Friske. Beyond that, this bill will be beneficial to the Forest Products industry, the States road infrastructure and transportation safety.

For example, PCA sources our virgin fiber needs in the form of pulpwood and wood chips from 350 loggers and sawmills. This currently requires 40,000 truckloads annually. With AB 678, we can reduce this by 20% or 8,000 truckloads. With the increased capacity spread over an additional axle, we can lay a softer footprint on our roads and eliminate nearly 1,000,000 miles of truck traffic. That is just our mill – think of the impact spread across all of the wood consuming mills in Wisconsin!

According to truck ESAL factors or “road damage units”, the 6 axle 98,000# vehicle equates to about a 5 axle 80,000# vehicle, which is where the rest of the non-forest products haulers are at. The reconfiguration, although allowing increased haul weights, actually decreases road degradation.

Adding the 6th axle also provides for increased breaking and improved stopping distance of the vehicle.

The purchase of the Wisconsin Central Railroad by Canadian National has not been favorable to our industry. To be frank, we have lost competitive transportation rates, rail sidings, and service.

In January of 2003 we received notice from CN that 22 rail sidings were closed to loading pulpwood on car. We are moving more wood by truck.

With three trucks for every rail car, we are adding thousands of truck miles on our roads.

AB 678 provides an alternative to this. We can reduce transportation costs and improve safety by laying a softer footprint on our road system.

Thanks again for this opportunity and I encourage you to please support Assembly Bill 678.

Remarks for Senate Committee on Job Creation, Economic Development and Consumer Affairs
Regarding AB 678 – Forest Product Trucking Weights
State Representative Donald Friske
March 1, 2006

Thank you Chairman Kanavas and Committee members for holding this hearing today and scheduling this legislation for consideration.

As amended, AB 678 will allow heavy haulers who install an additional axle to haul 98,000 lbs with a single permit. Installing an additional axle will disperse the additional weight and reduce the damage occurring on Wisconsin's state and local highways.

There are three very important factors necessitating passage of AB 678:

- First and foremost is the fact current law actually encourages the violation of heavy load permits.
- Second, as the price of fuel increases, individual truck maintenance funds are used for gasoline and backfilled with funds from the log hauler's paycheck.
- Finally, given the increasing cost and decreasing availability of rail cars to transport forest products from the woods to the mills and on to market, more and more trucks are traveling the roads, causing an increasing amount of degradation to occur.

AB 678 will discourage overweight violations of the law. Under current law, dishonest haulers consider the risk of being pulled over and resulting negotiated penalties as the cost of doing business. Violators haul heavy, damage roads, make more money and use those funds to outbid law abiding haulers on jobs with deeper pockets. AB 678 dramatically increases the penalties for violating the weight provisions.

I originally drafted the bill to have a non-negotiable penalty surcharge set at \$250 for first-time violators, \$500 for second offenses and \$750 for subsequent violations. A three-year stretch without a violation will allow a hauler to graduate back to the \$250 surcharge. Seeing the failure of the surcharges to account for degrees of violation seriousness, I looked to current law to develop the sliding scale for the penalty section in the amended version of the bill, which overwhelmingly passed the Assembly.

Further, log buyers who own scale shacks will be required to retain weight scale records from the past 30 days, allowing law enforcement to identify bad actors hauling in violation of the law and to be used in court to establish a pattern of behavior. Haulers who consistently haul overweight will not have their fines negotiated down by a DA. Failure to produce scale slips to a DA will result in a \$1,000 fine.

AB 678 will save roughly \$50 – \$75 per trip for log haulers. Averaging 11 trips per week, this will save log haulers roughly \$43,000 per year. These important cost savings will help keep log haulers in business and positives contributors for Wisconsin's forest product industry.

In addition, the state will benefit from the added \$43,000 to the tax base. A 98,000 lb permit would add anywhere between an additional \$1,300 and \$3,400 in either individual or corporate income tax paid per hauler.

Considering the reduced availability of rail cars, AB 678 will ensure the three trucks per road used to make up for the rail access loss will incur less damage due to the reduction in pounds per square inch on the roads. This will provide loggers, mills and secondary manufacturers a reasonable alternative to ship and receive their forest products.

In a wide variety of areas, such as the energy and utility market, multiple options provide flexibility to compete financially without being held hostage to a single provider. This holds true in business transportation, as well. Increased profitability and reduced road damage from trucking will force efficiencies in trucking, rail and lake shipping within Wisconsin.

AB 678 provides the current frozen road declaration system should be sunset to cease existing 5 years after the enactment. The average life of a log truck is about 4 years. Such a provision would allow haulers who have already invested in equipment to continue using their equipment, bought under current law conditions, to avoid being forced by the State of Wisconsin to incur the cost of retrofitting equipment that will be scheduled to be retired within a short time.

DOT has contacted Representative Friske, asking for changes to the bill. First, they believe a definition of "intermediary lumber" should be placed in statute. Representative Friske believes the term "intermediary lumber" is an industry defined term in and of itself needing no statutory definition. Representative Sherman may be able to shed some light on this subject.

Finally, county highway commissioners will testify today they wish to see tougher penalties. They would like to see three areas addressed, permit revocation, fines made applicable back to 80,000 lbs rather than the permit weight (98,000 lbs), and surcharges that adequately deter log haulers from violating the 98,000 lb permitted weight.

I do not believe the State is in a position to allow revocation of permits based on overweight violations. Under current law, a permit may only be revoked for violating a condition of a permit, of any kind. As ironic as it may sound, being at or below the allowable permit weight is not a condition of the permit. If the legislature were to pursue adding being overweight to the list of permit conditions (attached), it would be applied to every area of trucking in the State of Wisconsin, including agriculture, waste haulers and motor carriers. AB 678 was designed to apply only to raw forest product haulers. Such an expansion would effectively end this opportunity for log haulers to lead by example how to increase weights and enforcement while reducing damage to our roads.

As for changing the current law formula to apply back to 80,000 lbs rather than the permit weight (98,000 lbs), this too, would affect every area of trucking and hauling in Wisconsin. To set the formula back to 80,000 would be to impact too many other groups who have, to this point, been unconcerned about this legislation because it is tailored to apply only to raw forest product haulers.

Finally, as for the DOT highway impact report, I find the conclusions in the report flawed. The report relied on information from other studies conducted by the Coalition Against Bigger Trucks, the parent group of the Wisconsin Safe Highways Initiative, which is funded by rail groups like Canadian National who stand to lose business to a competitive trucking alternative for Wisconsin businesses and shippers.

The study claims minor improvements in the condition of Wisconsin's highways and severe damage to Wisconsin's bridges. The fact is that DOT leadership was much more enthusiastic about the potential road benefits. Secondly, after speaking with DOT's engineers, we know there is no difference between a frozen bridge and a thawed bridge. Today, trucks are carrying 98,000 pounds on Wisconsin's bridges ... on five axles. Add an axle and there is neither more nor less stress on a bridge.

20% of Wisconsin's bridges are structurally deficient or functionally obsolete. The DOT study is an indictment on the current status of Wisconsin's bridges. It is flawed in its assumptions and amounts to no more than a low level bureaucrat thumbing his nose at DOT and legislative leaders who were more than willing to discuss implementing 120,000 lb weight limit with two additional axles.

Thank you for the opportunity to testify before you today. I will be happy to answer any questions the Committee may have regarding AB 678.

**Testimony Before the
Senate Committee on Job Creation, Economic Development and
Consumer Affairs
March 1, 2006**

In Regards to AB678

Good afternoon Mr. Chairman and committee members. My name is Gene Francisco; I am the Executive Director of the Wisconsin Professional Loggers Association and the Timber Producers Association. I am here to express our support for the provisions outlined in AB 678.

WPLA and TPA represent over 800 members who own logging and sawmilling businesses throughout the state, some of which are third generation family businesses. Wisconsin's Forest Industry, our second largest industry, is extremely important to our economy.

- A 28 billion dollar industry and 8% of the states total industrial output.
- A direct employer of 96,000 manufacturing jobs, the largest component of Wisconsin's manufacturing workforce.
- The nation's second largest investor in forest industry capital equipment, \$811 million annually, 20% of all Wisconsin manufacturing.
- An employer of high paying, high skilled jobs, paying an average \$38,000 annual salary, which is \$8,000 more than the state average.
- An industry that has been the backbone of Wisconsin's economy.

Wisconsin's forest industry is in trouble.

- Approximately 5000 jobs have been lost in the pulp and paper making industries since 2000.
- Between 1997 and 2000 the number of logging contractors has decreased by over 20%.
- 15 medium to large sawmills have closed in the last 5 years.
- Not long ago Jefferson County lost 550 jobs in the printing industry which is closely tied to our paper industry.
- Last year Georgia Pacific shut down 3 tissue machines costing 850 jobs in Green Bay and a pulp mill in Wausau closed costing another 60 jobs.
- Smart Papers closed it's pulping operation in Park falls last week and this week Gladfelter announced closing its paper mill in Appleton costing 200 jobs.

Most if not all of these mill closures and job losses are related to the cost of doing business in Wisconsin. We must stop the hemorrhaging of jobs that is occurring in our forest products industry. AB 678 is a small step in that direction

On March 23, 2005 over 100 logging trucks converged on the capitol with over 150 loggers and forest industry representatives to express our concern about these job losses and request help from the legislature to turn this trend around.

We thank the sponsors of this forest products trucking legislation for listening and taking action to help resolve our trucking concerns, a situation that has only worsened since our rally.

The Canadian National Railroad continues to close down small sidings that were primarily used for log and pulpwood transportation virtually eliminating rail transportation as an option for loggers. In addition fuel prices have escalated to a level that is driving more truckers and loggers out of business.

Currently log trucks are allowed to carry 98,000 # of raw forest products during frozen road conditions (about 4 months per year) with 5 axles and 90,000# the remainder of the year. AB 678 if enacted will allow log trucks to carry 98,000 year around if they add another axle under their load effectively spreading the haul weight over more axles and reducing road wear.

Critics of this legislation claim it will:

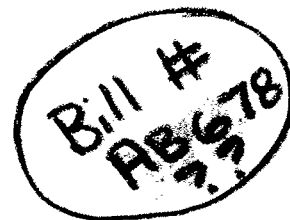
- Would cost approximately \$1.75 billion in bridge replacement costs. *This assumption was drawn from a report bought and paid for by "The Coalition Against Bigger Trucks" a nationally based lobby group funded primarily by railroad companies. We find it appalling and self serving that the Department of Transportation would base their analysis of this bill on a biased report funded by the bills opponent. The facts are that log trucks have been hauling 98,000# over Wisconsin's bridges for over 30 years and this is the first we have heard of this concern. DOT cannot blame our aging highway infrastructure on logging trucks. Further, the implication of the Departments report is that there is no cost to log truckers. On the contrary, just to add another axle will cost small trucking businesses in excess of \$10 million. In addition, the forest products industry contributes significantly to the transportation fund through fuel tax, vehicle registration and permits.*
- Create "More Dangerous Trucks". *Log trucks are already hauling 98,000# during the winter when the most hazardous driving conditions occur. Adding another axle also adds another set of brakes increasing braking power by 17%. Common sense suggests that this additional braking power would improve control and reduce the risk of accidents as compared to current law. Further adding an additional 8,000# during the rest of the year will reduce the number of trips by about 16% thereby reducing the volume of trucks on the road. There are no studies to substantiate that carrying 8000 more pounds will cause additional truck accidents. Michigan trucks are allowed to haul 164,000# and to our knowledge have not experienced any increase in log truck accidents.*
- Cause "Higher County and Local property Taxes". *There is no evidence to substantiate this claim. The reality is that we are at risk of losing our forest products industry if we cannot improve the business climate. Wisconsin Counties earn over \$23 million/year on revenues from the sale of raw forest product from county owned lands. In addition, the loss of the forest products industry would cost billions of dollars in taxes and wages to local economies.*

AB678 is a win-win for the forest industry, the roads and the public by reducing the wear on our roads, saving fuel and making our highways safer.

Wisconsin Professional Loggers and Timber Producers care about our environment, roads and economy. Therefore we request your assistance in saving our jobs and protecting our roads by approving this important legislation.

Thank you for the opportunity to present our position on AB 678. I would be happy to answer questions at this time.





PROPOSAL FOR A RAW FOREST PRODUCTS HAULING PERMIT

WORKING GROUP

The Truck Overweight Working Group was formed several years ago to address the issue of damage done to roads as the result of overloaded log trucks. This Working Group consists of the Wisconsin County Highway Association (WCHA) and representatives of the logging industry, including the Wisconsin Timber Producers Association (WTPA) and the Wisconsin Professional Loggers Association (WPLA). The Wisconsin County Highway Association's concern centered on highway damage and enforcement of existing weight laws. The Timber producers concerns centered on economic considerations including potential loss of access to timber brought about by road postings and competitive forces within the industry that were pressuring haulers to violate load limits. Despite what could be interpreted as separate interests, the WCHA, WTPA and WPLA have found common ground and have been able to develop a consensus in a proposal, that if implemented, will answer the concerns of all parties. We believe their proposal could and should act as a model for the State of Wisconsin.

HIGHWAY INFRASTRUCTURE

Truck loadings are the single greatest factor in determining the longevity of any given roadway. From a structural standpoint, it is the number of heavy axle loads that ultimately determine the life of a street, road or highway. As truck axle loads increase, damage or wear on a highway increases exponentially. Even minor overloads can significantly decrease the longevity of a highway and ultimately cost Wisconsin taxpayers.

HIGHWAY ENGINEERING SYNOPSIS

- From a design standpoint, trucks are the single greatest factor in determining pavement structure
- The number of truck axle loads a road is expected to receive over the proposed life of the highway determines the investment required in the pavement structure, the higher the volume and the heavier the loads, the higher the cost of the highway
- A standard axle load is 18,000 lbs. for most Wisconsin design. This is called an Equivalent Single Axle Load (ESAL)
- Overweight axles greatly accelerate roadway deterioration, reducing pavement life and causing distress such as rutting.
- Overweight damage is not linear. Overweights cause exponential damage.

Example of exponential increase in damage vs. weight

Single Axle Load Factors

<u>Axle Load</u>	<u>Weight Increase over base</u>	<u>ESAL Factor</u>	<u>Damage Increase over Base</u>
18,000 lbs.	-	1.00	-
20,000 lbs.	11%	1.49	49%

Tandem Axle Load Factor

<u>Axle Load</u>	<u>Weight Increase over base</u>	<u>ESAL Factor</u>	<u>Damage Increase over Base</u>
33,000 lbs.	-	1.00	-
36,000 lbs.	9%	1.40	40%
38,000 lbs.	15%	1.70	70%
40,000 lbs.	21%	2.09	109%

PROBLEMS IDENTIFIED

It is clear that overweight trucks hauling raw forest products is a serious problem. The current system has broken down and is not serving either the taxpayers or the industry well. Reform is needed and warranted. Briefly the problems identified were are follows:

- Systemic problems with overloads leading to accelerated highway damage
- Ineffective or non-existent enforcement of current weight regulations in the field
- Ineffective or insufficient penalties within the court system to provide real disincentives
- Competitive forces within the industry that reward violators financially and hence punish those that follow the rules
- Competition from outside the state that negatively effects Wisconsin's timber industry
- Complicated existing rules that can lead to unintended violations and other problems due to differences between state and local jurisdiction

SOLUTION CONCEPTS

The WCHA, WTPA and WPLA were able to come to a consensus on what concepts had to be incorporated into any reform package for raw forest product hauling. Briefly the proposal would have to include the following features:

- A permit system, that would include revocation or suspension for weight violations
- Disincentives that would lead to "self policing" within the industry
- Creation of a level playing field within the industry by removing advantages violators presently reap
- Simplification of weight rules and more cooperation between state and local highway authorities
- Increased load carrying capacity for Wisconsin haulers that would insure the competitiveness of Wisconsin's industry
- Increased loads would have to be accompanied by "reconfiguration" of trucks, so that the load can be hauled with no increase in damage to the highway system

The WCHA, WTPA and WPLA combined these concepts into a proposal that they believe will serve all parties. The crux of the proposal is a permit system for reconfigured trucks. They believe this is a model that could be employed in other sectors as well.

PROPOSAL SPECIFICS

An Equipment Configuration Sub-Committee developed specific proposals for new truck configurations that would incorporate the concepts defined by the Working Group. Briefly the proposal is as follows:

Log Truck Configurations shown on the attached (Addendum 1) would be allowed.

- a) Configurations A and D would be sunseted in 5 years. These are the most prevalent truck configurations used currently.
- b) Additional configurations would be examined and added as needed, after careful consideration of the impact to the road system. Only those configurations that are comparable to B and C Loadings will be acceptable. A base line for consideration is that no additional harm to the road system will result.
- c) These configurations are based on a maximum of 18 kip axle loads, with a not to exceed gross load as shown. This loading is consistent with present Wisconsin pavement designs, which are based on 18 kip axle loads.

Enforcement will be the key to the success of this initiative. While all parties recognize that there will be no additional enforcement personnel available (to the contrary, weight enforcement appears to be losing personnel) it is extremely important that the penalty for hauling overweight loads be so sure and so harsh as to encourage self policing. Therefore, the following structure is proposed for policing overweight loads:

- d) All trucks will haul the proposed loads through the issuing of a permit.
 - 1) For the first time a truck is found to have a gross overweight, the permit is suspended for a period of six months.* This would mean that no matter what the permit was issued for, the truck would be allowed to haul only a standard statutory load, for a period of 6 months. This suspension could not be suspended or reduced by the Court system.
 - 2) For the second offence, the permit would be suspended for a period of one year.
 - 3) Subsequent offences would result in the suspension of the permit for one year.
 - 4) If the truck is found to be over its standard statutory load during a suspended license period, an additional one year would be added to the length of the suspension period.
 - 5) Axle overloads will be handled under current regulations
 - 6) The operator shall not be given any additional permits for the suspension period

* The permit suspension follows the truck. Another permit cannot be given to the truck for the suspension period. The truck would have to display a "permit suspended" placard for the period, while hauling raw forest products.

- e) All overweight fines would be calculated from the unpermitted load capacity. This means that a truck that is permitted to carry 98 kips found to be over the 98 kip load would have the fine calculated on an 80 kip legally permitted load (18,000 lbs. plus overweight fine).

BENEFITS

FOR OUR TRANSPORTATION INFRASTRUCTURE

- 1. Reduced damage and longer longevity for the highway system. The truck configurations proposed carry additional weight, however, their net impact on the highway pavement structure is equivalent to statutory loads. While existing "permitted" loads and overloads can inflict as much as 2 to 3 times as much damage as a statutory load.
- 2. Disincentives will be so great, that most operators will self police. Enforcement at present is totally inadequate and does not appear to be able to be improved anytime soon. Current levels of enforcement with the added penalties of permit loss and fine enhancement should, however, be sufficient to provide a real deterrent.
- 3. This will eliminate the need for and the confusion surrounding the "frozen road law" declaration.

4. This develops a model from which other overload permits can be addressed. The clear linkage between truck configuration and pavement impacts as a determiner of appropriate loads, should be used by the Legislature as the mechanism for developing future rules and law.
5. The practice of a "negotiating" a fine down will be reduced. A "mandatory" permit loss for an infraction means that a violator can no longer work the Court System to reduce the impact of an enforcement action. The disincentives of a lost permit are clear and sure.

FOR THE LOGGING INDUSTRY

1. Keeps the Wisconsin Logging Industry competitive with other states that currently allow larger loads.
2. Creates a level playing field for all raw forest product haulers. The current environment financially rewards violators. Those who try to haul legally are disadvantaged by those who haul overloaded. Log haulers, who haul legally, are put in a position of having to choose between losing their business or hauling overloads themselves.
3. Rather than receiving financial rewards for violating weight laws, violators could face financial ruin. Loss of a permit would make their business uncompetitive against those who obey the law and retain their permit.
4. Simplifies year round hauling by eliminating the frozen road law.





OTHER APPLICATIONS

It is anticipated that this could be used as a model for other overweight hauling. It sets the precedent of additional weight must be accompanied by additional axles. While logging is a major concern for northern counties, other commodities such as garbage, scrap, recyclables, milk, etc., are a concern statewide. This model can be and should be applied to these commodities as well. It is clear that the needs of Wisconsin's economy and industry can be met, while respecting and protecting the public's investment in our state's infrastructure.

RAW FOREST TRUCK CONFIGURATIONS

*A+D currently
98,000 y/a pond
would change to
B+C*

Vehicles in Combination

		Max. Gross Weight	Truck ESAL Factor
A		90 k	3.76
B		98 k	2.85
C		98 k	3.11
D		90 k	4.38

For a standard five axle semi tractor-trailer configuration with an 80,000 lb. gross weight, the ESAL Factor is 2.4

Single Vehicles

E		72 k	2.66
F		82 k	2.53